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RULES AND REGULATIONS OF THE 1923 RHON
SOARING-FLIGHT CONTEST.

From "Flugsport," February 21, 1923.

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Washington, D. C.

May, 1923.

NATIONAL ADVISORY COMMITTEE FOR AERONAUTICS.

TECHNICAL MEMORANDUM NO. 207.

RULES AND REGULATIONS OF THE 1923 RHÖN SOARING-FLIGHT CONTEST.*

Art. 1. Governing Board, Time and Place of Contest, Business Office.— On behalf of "Der Deutsche Luftfahrt-Verband" (German Aero Club) and with the support of "Die Segelflug-Gesellschaft" (Soaring-Flight Society), the "Sudwest-Gruppe des Deutschen Luftfahrer-Verbandes", S.G.D.L.V., (Southwest Group of German Aero Club) and "Der Deutsche Modell-und Segelflugverband," D.M.S.V., (German Model and Soaring-Flight Club) will hold, August 3-31, 1923, on the slopes of the Wasserkuppe and neighboring Rhön mountains, a soaring-flight contest, consisting of a preliminary contest (August 3-14) and the main contest (August 17-31). The Governing Board reserves the right to extend the latter to a date not later than September 5, 1923.

The office will be in Frankfort-on-the-Main (Robert Mayer Strasse 2) from August 1, until three days after the close of the contest.

Art. 2. Kind, Name and Sponsor of Contest.— The Governing Board will give credit for the flight performances of amateurs who have not yet become successful pilots in soaring flight (preliminary contest) and also for the maximum utilization of the natural energy of the wind in flight without engine drive (main contest).

It shall be called the "Rhön Segelflug Wettbewerb 1923"

* From Flugsport, February 21, 1923. pp. 26-32.

(1923 Rhön Soaring-Flight Contest) and will be held under the auspices of the "Wissenschaftliche Gesellschaft für Luftfahrt" (Scientific Aviation Society).

Art. 3. Aircraft, Minimum Performances.- Only aircraft without engine drive are eligible. Devices for utilizing the muscular strength of the occupants do not count as engine drive. Any manner of take-off, even with external aid is permissible, provided the connection with the ground is broken before the aircraft attains an altitude of 100 meters (328 feet) above the starting point.

In order to be eligible for the preliminary contest, an aircraft must have made a flight of at least 300 meters (984 feet), or of 30 seconds' duration, excepting when steered by shifting the weight of the body, in which case it must have made a flight of at least 150 m. (492 ft.), or of 15 seconds' duration.

Eligibility for the main contest requires a previous flight of at least 600 meters (1968 feet) or of at least 60 seconds' duration.

Proof of such minimum performance must be furnished in the form of a certificate from one of the examiners appointed by the management for this purpose.

Art. 4. Contestants, Entries.- The owners of the aircraft are the contestants. Entries may be made by the owners of the aircraft, at the office of the Governing Board, up to 12 o'clock

noon, July 9, 1923, for the preliminary contest, and up to 12 o'clock noon, July 16, 1923, for the main contest.

The entry fee of 5000 marks for the preliminary and main contest and for each aircraft must be paid before the close of the entries, either at the office of the Governing Board or to its Post Office account, No. 49055, Frankfort-on-the-Main, or at the bank, "Direktion der Disconto-Gesellschaft, Depositenkasse," 10 Bahnhofsplatz, Frankfort-on-the-Main. Half of the entry fee will be returned after the admission of the aircraft (See Art. 5).

"Delayed entries" are allowed up to 12 o'clock noon, July 23, 1923, for the preliminary contest, and up to 12 o'clock noon, July 30, 1923, for the main contest. A "delayed-entry" fee of 5000 marks, in addition to the regular entry fee, is required for each aircraft. The "delayed-entry" fee will not be refunded.

Aircraft, which in the preliminary contest fulfill the conditions for the main contest (See Art. 5, last paragraph), may, up to the close of the preliminary contest, also be entered for the main contest on payment of the regular entry fee of 5000 marks, without paying the "delayed-entry" fee.

After its entry, each aircraft is given an entry number, which must be displayed so as to be visible from all sides.

On receipt of a written request, accompanying the entry application and giving reasons therefor, the entire entry fee may be refunded, as likewise the cost of maintenance of the aircraft, in whole or in part (Art. 13).

Contestants who are not German citizens, must each pay 100 gold marks in addition to both the regular entry fee and the "delayed-entry" fee and also submit with his application a certificate to the effect that in his own country no restrictions are placed on German citizens in international aviation contests. The Governing Board reserves the right to forego these conditions in favor of individuals living in countries which are German in spirit, though not politically. Persons who have been disqualified by the "Segelflug-Gesellschaft" (Soaring-Flight Society) will not be admitted as contestants nor as pilots.

All participants in the contest must agree to conform to the regulations published by the management. They must also renounce, in writing, all claims, against the management and its representatives, to indemnities for injuries or damages of any kind. For minors or wards, such renunciation must be signed by their legal representatives. Recourse to law is forbidden, even in case of negligence on the part of the management or its representatives.

Art. 5. Strength and Eligibility Tests.— The strength of the aircraft must be vouched for by a certificate made out by one of the examiners appointed by the W.G.L. (Office at 17 Blumeshof, Berlin) for this purpose. The strength tests must be made at the place of building. Only aircraft with such strength certificates can be kept in the shelters provided by the management. Further details will be announced by the management and must be strictly conformed to by the contestants.

Before participating in the contest, the aircraft must be submitted to the Technical Committee (Art. 11) for the eligibility tests, together with the following documents:

1. Description in accordance with instructions obtainable at the office;
2. A set of unmounted photographs, with inscriptions on their backs, showing the aircraft from different viewpoints;
3. Strength certificate;
4. Certificate of minimum performance (Art. 3).

Documents 1 and 2 shall serve as bases for the reports of the contest. If their publication is not desired, special mention should be made of the fact.

Injuries to or modifications of any aircraft during the contest must be reported to the Technical Committee, which can then prohibit participation and conduct new tests. The Technical Committee is also empowered to prohibit participation in cases of manifest unairworthiness.

Eligibility tests for the preliminary contest are made only from August 2 to 7, 1923, and for the main contest only from August 16 to 21, 1923.

Aircraft admitted to the preliminary contest only require, for admission to the main contest, to present a certificate of the higher minimum performances prescribed in Article 3 (See also Art. 4, paragraph 4).

Art. 6. Pilots.— The aircraft may be flown only by the pi-

lots entered for them. Several pilots may be entered for the same aircraft.

A pilot is eligible for the preliminary contest, if either the certificate A of the D.M.S.V. is presented, or if a flight of at least 300 meters (984 feet) or of 30 seconds' duration is certified by one of the examiners appointed for this purpose by the management. For pilots of aircraft steered by shifting the weight of the body, the requirements are reduced to a flight of 150 meters or of 15 seconds' duration.

A pilot is eligible for the main contest, if either the certificate B of the D.M.S.V. is presented, or if he has made two flights of at least 45 seconds' duration and also a third flight of 60 seconds including two quarter-circles, one to the right and one to the left, certified as above.

The pilot's test may be combined with the minimum performance test of the aircraft (Art. 3).

Pilots who are not German citizens must fulfill the conditions in Art. 4, par. 7, the right being reserved to make exceptions in favor of individuals living in German countries, though not politically constituting a part of Germany.

No pilot is eligible for the preliminary contest who has won a prize in any German or foreign soaring-flight contest.

Art. 7a. Prizes for the Preliminary Contest.-

Group A, open to rudder-steered aircraft.

Division a, open to all pilots eligible to the preliminary contest.

I. Prizes for the longest total time spent in flight by the same aircraft, even with different pilots and flights, no flight of less than 30 seconds to be counted.

1st prize	120,000 marks (Von Loessl prize)
2nd "	100,000
3rd "	80,000
4th "	60,000

II. Prizes for the longest duration of a single flight.-

1st prize	120,000	} Only one of these prizes can be won by the same pilot with the same aircraft.
2nd "	100,000	
3rd "	80,000	
4th "	60,000	

Division b, open to pilots not holding a pilot's license for engine-driven airplanes.

I. Prizes for the longest total time spent in flight by the same aircraft, even with different pilots and flights, no flight of less than 30 seconds to be counted.

1st prize	120,000 marks
2nd "	100,000
3rd "	80,000
4th "	60,000

II. Prizes for the longest duration of a single flight.-

1st prize	120,000 marks	}	Only one of these prizes can be won by the same pilot with the same aircraft.
2nd " "	100,000 " "		
3rd "	80,000		
4th "	60,000		

Division c, open to recognized aero-clubs, announcing themselves as contestants, and awarded as follows: In Divisions a and b, the total time spent in flight, by all pilots entered by the same club and flying the same aircraft, will be determined. In this connection, the total or combined flying time of the individual pilots of a club will be computed differently: namely, only half of the best flying time, three-fourths of the second-best and the whole of the remaining flying times. The total thus obtained will then be divided by the number of participants.

1st prize	200,000 marks
2nd "	120,000 "

Group B, open to aircraft steered by shifting the weight of the body.

Prizes for the longest total time spent in flight by the same aircraft, even with different pilots and flights, no flight of less than 15 seconds to be counted.

1st prize	100,000 marks	(Gustav Kracke prize)
2nd "	60,000 "	(Hansen prize)

Art. 7b. Prizes for the Main Contest.

I. 1923 Grand Rhon Soaring Prize, 100,000 Marks.- This prize will be awarded the contestant whose aircraft lands the longest

distance from the starting point, measured on a ground plan. This distance, however, must be at least 20 kilometers (12.43 miles).

The contestant first fulfilling the minimum requirement shall receive 10% of the prize and each additional five kilometers shall be rewarded with 5% of the prize. The amount of the victor's prize shall be diminished correspondingly.

II. Prizes for the highest altitude attained above the summit of the Wasserkuppe, to be not less than 350 meters (1148 feet).

1st prize 300,000 marks

2nd " 200,000

3rd " 100,000.

III. Prizes for the longest distance flights.— To the horizontal distance between the points of take-off and landing, the altitude gains during flight shall be added and from the result the altitude losses shall be subtracted, according to the formula $E = E_0 - 8h_v + 12h_g$, E_0 being the measured, and E the computed distance, h_v the altitude loss and h_g the altitude gain between take-off and landing. The winning flight for the 1923 Rhön soaring prize will not be computed.

1st prize 300,000 marks (Lilienthal prize)

2nd " 200,000

3rd " 100,000

IV. Two-seater prize of 400,000 marks for the flight of long-

est duration, open to aircraft, every part of which was made in Germany, owned, entered and flown by German citizens, who have not flown in any foreign country.

Art. 7c. Special Prizes and Money at the Disposal of the Board of Judges.— Special prizes will be awarded in both the preliminary and main contests, according to the amount of money available.

In the main contest, there here come under consideration, among other things, the best climbing speed, the greatest altitude difference between take-off and landing with reference to the flight time, goal landings with consideration of speed, greatest speed range, independent take-offs, best assembling and dismantling ability, best transportability and group prizes.

There is, altogether, the sum of 480,000 marks at the disposal of the Board of Judges for both the preliminary and the main contests.

Art. 8. Contest Committee.— The Governing Board transfers its authority during the contest to the Contest Committee. This committee stands at the head of the Governing Board and exercises, during the contest, the rights and duties of said board, appoints subcommittees or new members of said subcommittees and mediates between them.

Art. 9. Board of Judges. This board awards the prizes, on the basis of the data supplied by the Sport Committee (Art. 10),

Technical Committee (Art. 11) and the Measuring and Meteorological Committee (Art. 12), by a simple plurality vote of the members present. In the case of a tie, the deciding vote is cast by the chairman.

The board is empowered to reserve unwon prizes for future contests.

Appeals are allowed against decisions of the Board of Judges, within seven days, to the "Segelflug Gesellschaft" (Soaring-Flight Society), which shall appoint a new Board of Judges, whose decisions shall then be final.

Art. 10. Sport Committee and Sport Assistants.- The Sport Committee superintends the carrying out of the contest program. The sport officer in charge at the time is responsible for carrying on the contest in accordance with the regulations. He has assistants and a "Measuring Gang" at his disposal. The Sport Committee announces the flight conditions and, in conjunction with the Technical Committee and the Measuring and Meteorological Committee, the flight-test regulations, by displaying notices on the field (See Arts. 11 and 12).

The flight and test results are also displayed. Protests against the decisions must be presented at the office in writing, within 24 hours after their announcement.

Art. 11. Technical Committee.- The Technical Committee conducts the aircraft eligibility tests (Art. 5). In case of injuries to the aircraft or manifest unairworthiness (Art. 5, par. 4),

its decision is final as to further participation in the contest. It announces, in conjunction with the Sport Committee and the Measuring and Meteorological Committee the conditions for flight tests, by displaying notices on the field (See Arts. 10 and 12).

Art. 12. Measuring and Meteorological Committee and Measuring Gang.- The Measuring and Meteorological Committee announces, in conjunction with the Sport Committee and the Technical Committee the conditions for the flight tests, by displaying notices on the field (See Arts. 10 and 11), directs the work of the Measuring Gang, determines, in special cases, the methods to be employed in making measurements, attends to the procuring of reliable barographs and directs the meteorological work.

The Measuring Gang measures flight distances, altitude differences and flight times.

Art. 13. Field Committee.- This committee attends to the shelter and care of the aircraft within the limits of the means provided. It regulates the traffic between Gersfeld and the aviation field and has jurisdiction over all matters pertaining to the field.

This committee announces the aviators' camp regulations and the workshop regulations, by means of notices displayed on the field.

Art. 14. Miscellaneous.- The appointment of members of the Board of Judges, Contest Committee, Technical Committee, Measuring

and Meteorological Committee, Field Committee and other decisions of the Governing Board will be announced later. The Governing Board reserves the right, with reference to unusual weather conditions, to make changes in and additions to these regulations and to interpret them.

Dr. Kotzenberg,
S.G.D.L.V. and D.M.S.V.,
Frankfort-on-the-Main,
February 1, 1923.

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National Advisory Committee
for Aeronautics.